

# British Win 3 Towns in 6-Mile Smash

## NEW YORK FEDERATION INDORSES TRADE STRIKE

### 30,000 Longshoremen Ready to Lead Walk- out To-Day.

## CUT CAR POWER IS UNION PLAN

### Machinists Pledged to Go, Leaders Say—Lines Gain in Service.

Leaders of the Amalgamated Union last night hastened proceedings in an attempt to turn the tide of the transit strike in their favor by a sympathetic walk-out of from 60,000 to 80,000 workmen in lines allied with the traction trades. Their deliberations in the Continental Hotel were spurred by a day of reverses in the streetcar strike situation.

The New York Central Federated Union last night followed the Brooklyn body and, at a meeting in Labor Temple, unanimously indorsed the proposal to call a strike in support of the streetcar men.

Ernest Bohm, secretary of the central body, said between 60,000 and 80,000 would be out by Monday, and the strikes would begin to-day as fast as the local unions approve of the central's action.

Thirty thousand longshoremen and tidewater boatmen, are making ready to go out to-day or Monday. Twenty thousand machinists are said to have balloted to strike, but the declarations of these men are not as positive as those of the waterfront workers.

Seek to Cut Off Power.

"Our play will come when the surface, elevated and subway lines are forced to shut down for lack of power," declared Bohm.

While union heads were thus occupied, the day went against the Amalgamated in two particulars, as regards the streetcar strike. Surface car service continued its steady advance, and the Public Service Commission, in an appraisal of the Third Avenue line strike, placed the blame for the walk-out on the union leaders. The commission's report, in which Mayor Mitchel concurred, finds the union guilty of breach of faith in repudiating the "sacred agreement"—as William B. Fitzgerald himself termed it—of August 7.

The union defence was that an alleged conspiracy exists between E. W. Whitridge, president of the Third Avenue Railway Company, and T. P. Shonts, head of the Interborough and green car lines, to wreck the union.

In their endeavors to pull out the strip of track workers, contracts or working agreements unions may have with their employers will not be respected, according to a report from the conference of Amalgamated leaders. Fitzgerald, the general organizer, admits it's a "fight to the finish," and it appears the unions are going into it with the conviction that the end justifies the means.

Walkout Aimed at I. R. T.

Union leaders speak differently for publication than they do among themselves. Publicly some still assert a general walkout of the greater city's 150,000 union workers will be called if necessary. Privately their statements are much more conservative. If they can get enough men out to embarrass the Interborough they will be satisfied.

A strike of the machinists and dock workers would hit directly at two of the most prominent interests in the Interborough, the Morgan and the Berwind interests. The Morgan firm, which has served the Interborough as its bankers, is the dominating factor in the International Mercantile Marine Company and heavily interested in the shipment of munitions of war to Europe, which a general strike of longshoremen is expected to block. In the same way a strike of machinists would hit the factories where munitions are manufactured.

Morgan Interests Affected.

The interests represented in the Interborough board by E. J. Berwind control the Berwind-White Coal Company, which not only supplies the Interborough with fuel, but has a large fleet of tugs and lighters in this harbor, and heavy contracts with steamship and other interests for coal. Mr. Berwind has been named as one of the financiers most strongly opposed to dealing with the unions.

It is, however, denied by the labor men that there is any intent to make war on the directors of the Interborough by striking companies in which they may be interested. That strikes will be ordered against such companies, they declared, was merely a coincidence.

## Heroes of Thrill Land Doomed as Paper Prices Shoot Upward

### Old King Brady, Nick Carter and the Last Redskin to Vanish, for Cost Will Seal Pages of Alluring Dime Novels.

It's going to be a long, hard winter for the writer of popular fiction—the kind that comes in paper backs and gives more thrills for a dime than a five-reel movie.

Picture the author of "The Perils of Broadway," or, Florette, the Beautiful Cabaret Singer," toasting his feet before the radiator in his flat and scribbling away at a cent and a half a word. "It was a fight to the death," comes red-hot from his gore-dripping fountain pen. "Thrusting the girl behind him, Jack Thornton faced the oncoming band with a stern, set face. A perilous gleam flashed from his keen eyes. His extended right hand gripped a menacing revolver without a tremor. Another moment and they were upon him. Two shots cracked sharply on the still night air."

And just then the telephone bell rings. The sharp voice of the author's publisher rudely interrupts Jack Thornton's fight for life.

"Say, you'll have to cut that stuff short!" he commands. "The price of print paper's just shot up another 10 per cent and we'll have to hold this yarn in a hundred pages. And we'll lose money on it, at that. Marry 'em or kill 'em in the next chapter and wind it up. And, say, by the way, we won't want any more stuff from you. We're going to cut out publishing your line. The price of paper's gone so high we can't make any money on cheap fiction."

Sadly the author returns to his scribbling, kills off Jack Thornton's enemies with three more shots, throws the marriage halter over Jack and Florette, writes "Finis" and goes out to look for a job.

Prices Doom Paper Novels.

According to publishers of the cheaper class of fiction in New York, there'll be a lot of such authors wondering where the rent is coming from this winter—unless the price of paper takes an unexpected drop. When their present paper contracts expire most of the publishers of paper-back books will cease issuing them altogether until more normal conditions prevail.

And this is not all of the bad news. Devotees of red-blooded 10 and 15 cent fiction aren't going to be the only sufferers. Books of the better class are going to cost more than they did before. "Best sellers" that can usually be obtained for \$1.10 are going to cost \$1.25 this winter, and \$1.25 volumes will be boosted to \$1.35. The price of

## SERBIANS PUSH AHEAD 9 MILES IN MACEDONIA

### Seize Four Villages in Swift Drive to North.

## RUSSIANS RETIRE IN DOBRUDJA

### Rumanians Capture Im- portant Positions in Hungary.

London, Sept. 15.—The Serbian troops have won a brilliant success on the left wing of the Allied front in Macedonia. While the British and French forces were advancing steadily northward on both sides of the Vardar River, King Peter's soldiers swung forward in an operation that swept the Bulgarians back more than nine miles, reclaimed four villages and inflicted enormous losses in men and material on the enemy.

Meanwhile in Transylvania the Rumanians have renewed the offensive and captured important positions along the Aluta River. King Ferdinand's general, have concentrated their effort on this front, leaving the southern line in the Dobrudja to Russian care. In this southern sector, however, the Teutons are pressing forward, and this threat may cause the transfer of troops from Transylvania.

The Bulgarians have advanced northward along the Black Sea coast into Rumania, thus compelling the Russo-Rumanian forces under General Zaitchikowsky to retire. The czar's commander apparently feared a joint operation between the enemy forces advancing from Bulgaria and those along the Danube under Mackensen. Success in such a movement would crush the Russian army between the enemy's forces and clear the whole Dobrudja.

## New Armored Car Leaps German Trench in Charge

### Used on Somme, Powerful Tractor Dashes Over Ditches and Shell Holes—Haig Reports It Success—May Mean End of Mounted Troops.

London, Sept. 15.—"We employed for the first time a new type of heavy armored car which proved of considerable utility."

Behind this sentence from Haig's reports is an interesting story of the initial charge of war's modern cavalry. For some time people have been waiting for just this news, but the present big thrust furnished the first opportunity to test the car travelling forth in a major operation.

The topography of the country over which the action is being waged permits these cars to dash down a gentle slope, plough through hedges, and even to hurdle narrow ditches and mounds. They are extremely mobile.

The Duke of Westminster has used armored cars with success in Egypt and they are also not new on the East front, but this is believed to be the first time they have been employed during the big advance. When it is remembered that a large proportion of casualties are inflicted by machine guns during a charge the value of the armored car destroying mitrailleuse can be appreciated. Whether they will eventually supplant cavalry is a question for the military to decide, but Haig's reports show they have made an extremely favorable impression.

The new type of armored car has been much whispered about recently in army circles. Those who have seen the new vehicles refer to them as "tanks," while the soldiers who have been handling them have given them the nickname of "willies."

The object which the designers sought to obtain was to render a heavily armored motor car capable of being operated in the shell-torn and roadless wilderness of trenches, where it is evident a vehicle mounted on ordinary wheels could not be used.

Although no details of the car's construction have been published, "The Times" says: "Our inventors have not hesitated boldly to tread untraveled paths. We may imagine the feelings of German infantry in shell-shattered trenches when in the uncertain light of dawn they saw advancing upon them an array of unearthly monsters clad in steel, spitting fire and crawling laboriously but ceaselessly over trenches, barbed wire and shell craters."

British Front in France, Sept. 15.—The British brought into action for the first time to-day a new type of armored motor car, capable, because of its powerful traction, of crossing trenches and shell craters. For some days the army had watched it with interest and curiosity, and to-day as it moved along in support of the infantry in their charges they cheered it even in the midst of shell fire.

There has been nothing more wonderful, even in this war, than the spectacle of its advance toward the German line. It seems to have played an important part in the sweep forward.

## CAPTURE THIRD LINE; PUSH TO BAPAUME ROAD

### Combles Pocketed, 2,300 Prisoners Taken.

## FRENCH GAIN SOUTH OF RIVER

### New Thrust Now Clears the Way for Peronne Drive.

London, Sept. 15.—The British took their heaviest blow in the Somme offensive. The attack began at dawn and before it was completed Haig's line had been pushed forward along a six-mile front, penetrating in some places to two miles.

Through the third German line the British rush carried. The villages of Fiers, Martinpuich and Courcellette were carried by storm, on the front from Pozieres to Ginchy, and the greater part of Bouleaux and High Woods, lying between.

More than 2,300 prisoners already have been taken, and, according to late dispatches from the front, the assault is still in progress. The Germans are making furious efforts to stem the British tide, but noise of these counter thrusts has succeeded.

Combles Pocketed.

Combles is pocketed. The British stroked to-day carried all the high ground between that stronghold and the Albert-Bapaume road, thus bringing Haig's line up to Foch's. Meanwhile the French continued the incessant battering and won 500 metres of trench north of Le Prieux farm, thus cutting off Combles from the east.

The British advance was accompanied by an inferno of artillery fire. The shells poured out north of the Somme to-day marks another record in expenditure of ammunition. Numerous air battles were fought, too, in the course of the charge. The British fliers brought down thirteen of the enemy's planes.

With the breaking of day the attack was launched on the front from Bouleaux wood, to the north of the Bapaume-Albert road. This marks the entire line of the British offensive in the last ten weeks.

## 100 HURT ON 'L'; PANIC IN CARS

### Police Say Strike- breaker Ran Train Into Another.

A rear-end collision on the Third Avenue elevated line at Fifty-ninth Street at 6:30 o'clock last night injured more than 100 persons and caused a panic in dozens of stalled trains which ended only when a groping, breathless procession was allowed to make its way to the nearest station along the slippery pathway that borders the third rail. Inspector Boettler, who had charge of the police reserves, was informed that Charles F. Seelig, motor-man of the rear train, was a strike-breaker.

Seelig's train, mounting an up grade from Fifty-eighth Street, crashed into a train standing at the station. Shattered remnants of the red lights on the rear end of the first train littered the platform. The front platform of the car and the rear platform of the one ahead were demolished.

## MRS. HARRIMAN GIVES ARDEN ESTATE TO SON

### Home of Late E. H. Harriman Is Valued at \$5,000,000.

William Averell Harriman, elder son of the late E. H. Harriman, has become owner of Arden House. The property was transferred to him by his mother on August 3 and the transfer was recorded yesterday in the County Clerk's office at Goshen. It was made in consideration of "love and affection."

Since his marriage on September 21, 1915, William Averell Harriman, who is twenty-four years old, has occupied a wing of the house with his wife, who was Miss Kitty Lanier Lawrence, of Lenox.

Situated on a hilltop overlooking the Ramapo Valley, the house commands a view of five counties and two states. It has 150 rooms and is in the midst of an estate of 2,500 acres. The value of the property is \$5,000,000.

After the death of his father and his graduation from Yale, in 1913, Mr. Harriman became a director in various railway companies. Nevertheless he went to work as a section hand on a road of which he was vice-president.

## FORD GIVES UNLIMITED LITTLE CRIPPLES' FUND

### Needy Children Throughout Na- tion Will Receive Aid.

Wellesley, Mass., Sept. 15.—Announcement that an unlimited fund has been set aside by the Ford Motor Company, of Detroit, to be devoted to the treatment of crippled children throughout the country who are in need of orthopedic or surgical care, was made to-day by the Rev. Samuel E. Marquis, head of the Ford educational department, speaking at a conference of business men here.

He said a fund originally had been created for the use of crippled children in the families of the employees of the concern. Because of its limitations, however, another fund had been provided for children throughout the country. Further details of the plan were not made public.

## BRITAIN FORBIDS U. S. DUTCH TRADE

### New Order Practically Prohibits Exports to Scandinavia, Too.

London, Sept. 15.—The plan of rationing the neutral countries of Norway, Sweden, Denmark and Holland, under which no further licenses will be granted for the present to British exporters, has been extended to apply to the United States by the expedients of refusing to permit the Netherlands Overseas Trust to accept further American consignments and by declining to grant letters of assurance for American shipments destined for those countries.

In consequence American shipments for Holland will be stopped absolutely, while the regular transportation companies trading between the United States and Scandinavia will not take cargoes without assurances of their innocent destination by the British authorities, according to the first announcement.

A later statement by Lord Cecil denies that an attempt is being made to shut off all trade between the United States and Holland. He said the new order would be limited to certain products.

Neutral diplomats here believe two reasons induced the British government to take this action. The first is the simplicity of the plan, which enables the government to control supplies at the source. The second is the being pressed by Great Britain to incur the expense of neutral goods, incurred by taking suspected ships into Kirkwall and other ports for examination.

So far as is known, no machinery exists at present for adjusting these claims. It is expected that Washington will make an inquiry, especially as to the American schooners which were taken into Lerwick and released after being detained several weeks. No charges were preferred against them. Another blockade measure which also probably will interest Washington is the recent arrangement under which the French for granting licenses for exchange of goods which figure on the list of prohibited imports. The American authorities contend that under the British-American commercial treaty of 1915 such prohibitions must be reciprocal and equally applied to all countries. Consequently any privileges granted to France and not extended to the United States are held to be in violation of that treaty.

## FOCH OPENS WAY FOR LARGER MOVE

### Success at Combles Fore- casts End of Deadlock in Trenches.

Paris, Sept. 15.—The French have reached positions in the Somme battle which encourage the hope that the tactical struggles of two years can develop into strategic work in the near future. The battering that has crumbled the German trench line may soon give way to operations on a wider scale.

Still pressing forward north of the Somme, the French threaten the towns of Combles and Rancourt. Already they have cut their way through the outer defenses of these strongholds. By capturing Prieux farm yesterday and ground north of it to-day they encircled Combles completely, except for two roads leading to the northeast. The British advance to-day won control of these.

Foch's troops pushed forward to-day to the outskirts of Rancourt, on the Bapaume-Peronne road. The Germans, in an effort to save the rest of the highway, delivered a heavy counter attack from Clerly, but this was hurled back with heavy loss to the Teutons.

The capture of Prieux farm was a notable work. This position was honeycombed with underground passages and redoubts and fortified with six separate lines of trenches. These were cleaned up completely by the French troops, to whom detailed information had been furnished through patrol enterprises and photographs taken by aviators.

German counter attacks against the two hills which had been the immediate objectives of this offensive failed utterly, showing that the French are masters of these high positions. This lends strength to the belief that the way has been cleared for more important work on the front north of the Somme.

These two hills—Nos. 130 and 76—face Mont St. Quentin, with only the Tortille River and a canal blocking the way. It is Mont St. Quentin that Foch's main assault before Peronne can be taken, for on that height the greater part of the German artillery is massed.

Opposing Foch's troops are the forces commanded by Prince Rupprecht of Bavaria, who now has 100,000 troops, including the last division brought hurriedly from Verdun. The fierceness of the German counter attack indicates the resolution with which the Germans intend to defend the remaining defenses of Peronne.

But despite this determination and despite the five divisions massed in this sector, Prince Rupprecht's tactics are failing before Foch's repeated blows. And it is to be imagined that they will prove still more insufficient for the task set them if the offensive opens up into the strategic phase when the French descend the slopes of the hills they now occupy.

## LIST OF SERIOUSLY INJURED

The most seriously injured were: Dietrich, Michael, 1701 Third Avenue, fractured ribs and contusions of the back; taken to Flower Hospital.

Fishbein, Adolph, 1159 Johnson Avenue, The Bronx, internal injuries and contusions of the chest; Flower Hospital.

Gleason, Annie, 806 Elton Avenue, The Bronx, fractured leg and internal injuries; Reception Hospital.

Twenty-two others, including three policemen on strike duty, received injuries which called for immediate medical attention.

Passengers were crowding their way off the first train, which was in charge of James J. Haligan, motor-man, and Charles Jacobson, conductor. The shock of the collision sent all in both trains sprawling to the aisles. Those who were getting off were flung to the station platform, against the iron railings of the train or slipped between the cars and the station platform.

## BOLT STRIKES POWDER PLANT; 1 DEAD, 10 HURT

Pompton Lakes, N. J., Sept. 15.—Lightning struck a magazine in the du Pont Powder Company plant here this afternoon. Fifteen men were at work in the building, which is one of many small frame structures scattered through the grounds at intervals of about 100 feet. Bert De Vries was killed outright, David Balash had both legs torn off and nine others were less seriously hurt.

The men were piling up cans of powder when the thunderstorm broke. There were about 250 pounds in the building.

## EIGHTH GERMAN PRINCE KILLED IN BALKANS

### Frederick William Second of House of Hesse Lost.

Berlin, Sept. 15.—Prince Frederick William of Hesse has been killed at Kara Orman, it was officially announced by the War Office to-day in its report on operations on the Balkan front.

Prince Frederick William of Hesse was a nephew of Emperor William. He was born in 1895 at Frankfurt-on-the-Main, the eldest son of Prince Frederick Charles of Hesse and Princess Margaret, sister of the German Emperor. He was reported wounded in the fighting in France in September, 1914.

Prince Frederick William is the second prince of the house of Hesse to be killed in the war. Prince Maximilian falling on a French battlefield in October, 1914. Seven other German princes have been killed during the war—two of Saxe-Meiningen, three of Lippe, one of Reuss and one of Waldeck.

## GERMAN EMPRESS TO VISIT EAST FRONT

### Summoned to Army Headquar- ters by Kaiser.

London, Sept. 15.—A dispatch to the Exchange Telegraph from Amsterdam says: "German newspapers announce that Empress Augusta Victoria has been summoned to the Eastern headquarters by Emperor William, and passed through Breslau yesterday on the journey from Berlin. It will be her first visit to the Eastern front."

## Cecil Defends Orders

Lord Robert Cecil said the orders applied only to certain prohibited articles and not to trade in general.

Great Britain has forbidden the export of various articles to European neutrals on the ground that they have months of this year more than an ordinary year's supply. Lord Robert said it was not logical to forbid such exports from Great Britain and to permit them from America and other neutral sources.

Lord Robert explained that one neutral nation, taking normally 18,000 tons of coffee, in seven months of this year already has imported 50,000 tons, so all further imports of coffee to that country are looked upon as likely to reach an enemy destination. The list of prohibited articles, he said, varies with different countries according to what they had already imported. All allowances being made for imports formerly made to German ports.

## THROWS DIAMONDS AWAY AS WASTEPAPER

### Woman Then Appeals to Police, Who Recover Two.

Mrs. Albert G. Ackerman, of 96 Norman Street, East Orange, N. J., tossed what she thought was an empty box into her wastebasket on Wednesday morning. The basket was duly dumped and a collector of waste paper carried the contents away. Then Mrs. Ackerman discovered that the box had really contained three diamond rings "valued at \$800."

The police were informed and Patrolman Gustave Vetter was assigned to the task of going through all the waste paper collected on Wednesday. Last night he had finished the second day on his job and had found the broken box and two of the rings. He will go back to his explorations to-day in the hope of finding the third.

## HUGHES MEN BET \$10,000 TO \$5,000 ON WILSON

Wall Street Odds Favor Republican—Whitman Even Money.

Wall Street's first big election bet this year, \$10,000 to \$5,000 that Hughes would be elected, was made yesterday. Edward McQuade, betting commissioner, is quoting two to one on Hughes without finding any considerable amount of Wilson money, and backers of the President are holding off for odds of 2½ to 1. The betting on Whitman and Seabury is at even money.

## Washington Awaits Full Reports on Restrictions

Washington, Sept. 15.—In the absence of information detailing what commodities are affected by the new British restrictions, officials here are uncertain.

## Lord Brooke Wounded FIGHTING IN FRANCE

### Grandson of Dickens Is Killed in Engagement.

London, Sept. 16, 2:03 a. m.—Brigadier General Lord Brooke has been wounded in France.

Major Cedric Charles Dickens, grandson of Charles Dickens, was killed in action in France Monday.

Lord Brooke is the eldest son of the fifth Earl of Warwick and lately has been in command of the 4th Infantry Brigade of the Canadian expeditionary force. He commanded the manoeuvres in Canada in 1914, and was aide-camp to the commander in chief of the British army in France in 1914 and 1915.

## High Wood Carried

High Wood and Devil's Wood were now well behind the British line. These had been converted into veritable fortresses, with mazes of trenches and dugouts. Haig's troops did not cease the attack, but with another fierce rush carried these shambles.

This advance was won in the face of an immense number of new German forces. An entire corps had been brought down from the northern part of the line to the Somme, to check the Allied flow. The Kaiser's generals have concentrated on the British front about a sixth more troops than they have massed before the French, despite the advantage of better natural defenses north of the Somme.

But none of these measures succeeded. By winning dominating positions on the northern line between Thiepval and Ginchy, the British have cleared the way for another thrust toward the Bapaume plateau. By the drive eastward, which reached the na-

### More Than a Laugh

We don't tell you that you will laugh over The Tribune Magazine to-morrow—even when you read Deems Taylor's article or see the drawings of W. E. Hill and Rea Irvin. Very few people do laugh over something really funny in print; they smile, or they chuckle, which is better.

You will find The Tribune Magazine humorous mostly, serious in spots, but of boredomness not a trace. It is a magazine of "Hal Ha!" perhaps, but never of "Hot Hum!" Make sure of getting it by speaking to your newsdealer to-day.

### The Sunday Tribune

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